

3.11 Population, Housing, and Employment

This section describes the current population, housing, and employment of the SCAG region, identifies potential impacts of the 2008 RTP on these three factors, includes mitigation measures for the impacts, and evaluates the residual impacts. The data used in this chapter represents SCAG's most reliable available data for population, housing and employment information.

Environmental Setting

The SCAG region is the second most populous metropolitan region in the nation. The U.S. Census reported the 2000 population of the SCAG region was 16,516,006. The California State Department of Finance estimates that the population of the region has since reached 18,909,603. Over six percent of the national population lives in the SCAG region, and for over half a century the region has been home to half the population of California. **Table 3.11-1** shows the total population of the region, by decade, and the region's percentage of the total U.S. and California populations.

**TABLE 3.11-1
SCAG POPULATION AND SHARE OF U.S. AND CALIFORNIA POPULATIONS, 1900-2008**

Year	Population	Share of U.S. Pop.	Share of CA Pop.
1900	250,187	0.3%	16.9%
1910	661,907	0.7%	27.8%
1920	1,193,705	1.1%	34.8%
1930	2,657,969	2.2%	46.8%
1940	3,312,460	2.5%	48.0%
1950	4,997,221	3.3%	47.2%
1960	7,823,721	4.4%	49.8%
1970	10,055,351	4.9%	50.4%
1980	11,589,678	5.1%	49.0%
1990	14,640,832	5.9%	49.2%
2000	16,516,006	5.9%	48.8%
2007	18,487,882	6.3% ¹	49.7% ²
2008	18,909,603	6.2% ¹	50.2% ²

SOURCE: 1900-2000 U.S. Decennial Census. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark*. Sacramento, California, May 2007.

1: The SCAG region's 2007 and 2008 share of the United States population may be overestimated due to the generally higher estimate of Department of Finance data compared to the U.S. Census.

The SCAG region gained almost 1.9 million people between 1990 and 2000, and the California Department of Finance estimates that the region has added yet another 2.4 million since 2000. The Inland Empire saw significant growth between 2000 and 2008, with Riverside County increasing 27 percent to 2.12 million, and San Bernardino County increasing 22.7 percent to reach 2.097 million during the same time. Meanwhile, Orange County increased 12.8 percent, and reached a population of 3.21 million. Although Los Angeles has had the slowest growth rate of all the SCAG counties, it has seen the most people added to its population, adding nearly one million people between 2000 and 2008 to reach a county population of 10.4 million. **Table 3.11-2**

shows population figures for the SCAG counties in 1990, 2000, and 2008, as well as the absolute population increases between those years and the annual average percent change in population.

**TABLE 3.11-2
POPULATION GROWTH FOR SCAG COUNTIES, 1990 – 2008**

County	1990 Total Population	2000 Total Population	2008 Population	1990-2008 Pop. change	1990-2008 Annual Average % Change
Imperial	109,303	142,361	187,001	77,698	3.90%
Los Angeles	8,863,164	9,519,338	10,451,734	1,588,570	0.99%
Orange	2,410,556	2,846,289	3,212,949	802,393	1.85%
Riverside	1,170,413	1,545,387	2,118,178	947,765	4.50%
San	1,418,380	1,709,434	2,097,756	679,376	2.66%
Ventura	669,016	753,197	841,985	172,969	1.44%
SCAG	14,640,832	16,516,006	18,909,603	4,268,771	1.62%

SOURCE: 1990 and 2000 Decennial Census. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark. Sacramento, California, May 2007*. Southern California Association of Governments, 2008 population growth estimates.

Ethnic Composition

The population of the SCAG region is extremely diverse, as of July 2007 there is no racial or ethnic majority in the region. The rise and shift in population make-up in Southern California in the last few years has been due to an increase of Hispanic and Asian populations relative to white and black populations. Increasing birth rates among Hispanics rather than an influx of new immigrants caused much of the increase. Region-wide population changes between 13 percent and 22 percent occurred in every ethnic group except for non-Hispanic whites and non-Hispanic blacks, which saw changes of 0.45% and -ve1.4 percent, respectively. A Hispanic population plurality is currently 43 percent due to population increases of this ethnic group. The next largest non-Hispanic groups in the SCAG region are a decreasing white population with 36.6 percent, non-Hispanic Asian at 11 percent, and non-Hispanic black at 6.7 percent. Table 3.11-3 examines the changing ethnic populations in the SCAG region between 2000 and 2004.

Age Distribution

The region shows an aging pattern of population growth between 2000 and 2007. The baby-boom population in the SCAG region is aging, and many are starting to retire. As a result, the percentage of people considered the working age population (ages 20-64) decreased between 1990 and 2000, although it saw a small increase between 2000 and 2007 (Table 3.11-4). The share of the population over age 65 has increased overall, having remained the same or increased in every SCAG county except Riverside. The share of the population over 65 is expected to grow as more and more baby boomers reach retirement age. With large absolute growth of dependent age population, there will be even greater demand for services such as health care, and for access via alternative mobility sources such as public transit.

**TABLE 3.11-3
ETHNIC COMPOSITION COMPARISON FOR SCAG COUNTIES, 2000-2004**

County	Year	Hispanic	Non-Hispanic White	Non-Hispanic Black	Non-Hispanic American Indian	Non-Hispanic Asian	Non-Hispanic Pacific Islander	Non-Hispanic Multirace
Imperial	2000	103,523	29,767	5,209	1,783	2,517	77	721
	2004	117,579	30,951	5,284	1,964	2,570	81	902
	% change	13.5%	4.0%	1.4%	10.2%	2.1%	5.2%	25.1%
Los Angeles	2000	4,273,822	3,041,730	913,186	27,310	1,158,511	24,545	139,317
	2004	4,692,011	3,037,170	880,044	29,463	1,289,934	27,455	174,590
	% change	9.8%	-0.15%	-3.6%	7.9%	11.3%	11.9%	25.3%
Orange	2000	885,948	1,476,015	43,119	8,662	394,027	8,696	47,061
	2004	1,000,329	1,455,447	39,166	10,495	462,716	10,501	57,348
	% change	12.9%	-1.4%	-9.2%	21.2%	17.4%	20.8%	21.9%
Riverside	2000	571,553	793,272	93,540	10,338	60,514	3,355	26,499
	2004	746,399	858,731	99,189	12,531	96,175	3,973	32,845
	% change	30.6%	8.3%	6.0%	21.2%	58.9%	18.4%	24.0%
San Bernardino	2000	687,260	757,019	155,347	10,206	81,828	4,533	26,588
	2004	864,112	749,026	170,802	11,762	98,008	5,199	27,647
	% change	25.7%	-1.1%	10.0%	15.3%	19.8%	14.7%	4.0%
Ventura	2000	253,533	433,039	13,686	3,259	41,665	1,421	12,051
	2004	294,310	428,654	12,432	3,664	55,024	1,528	12,813
	% change	16.1%	-1.0%	-9.2%	12.4%	32.1%	7.5%	6.3%
SCAG Region	2000	6,775,639	6,530,842	1,224,087	61,558	1,739,062	42,627	252,237
	2004	7,714,740	6,559,979	1,206,917	69,879	2,004,427	48,737	306,145
	% change	13.9%	0.45%	-1.4%	13.5%	15.3%	14.3%	21.4%

SOURCE: State of California Department of Finance, Demographic Research Unit. E3: California County Race/Ethnic Population Estimates, July 1, 2000-2004.

**TABLE 3.11-4
AGE DISTRIBUTION OF THE SCAG COUNTIES, 2000-2007**

County	Age Category	% 2000 Population	% 2007 Population
Imperial	Under 19	34.4	31.0
	Age 20-64	55.5	58.7
	Over 65	10.1	10.3
Los Angeles	Under 19	31.0	30.2
	Age 20-64	59.2	59.0
	Over 65	9.8	10.8
Orange	Under 19	29.7	28.6
	Age 20-64	60.5	61.0
	Over 65	9.8	10.5
Riverside	Under 19	33.3	32.4
	Age 20-64	54.1	57.0
	Over 65	12.6	10.6
San Bernardino	Under 19	34.5	33.1
	Age 20-64	56.1	58.4
	Over 65	8.5	8.5
Ventura	Under 19	31.2	29.1
	Age 20-64	58.6	60.0
	Over 65	10.2	10.9
SCAG Region	Under 19	31.5	30.5
	Age 20-64	58.6	59.1
	Over 65	9.9	10.4

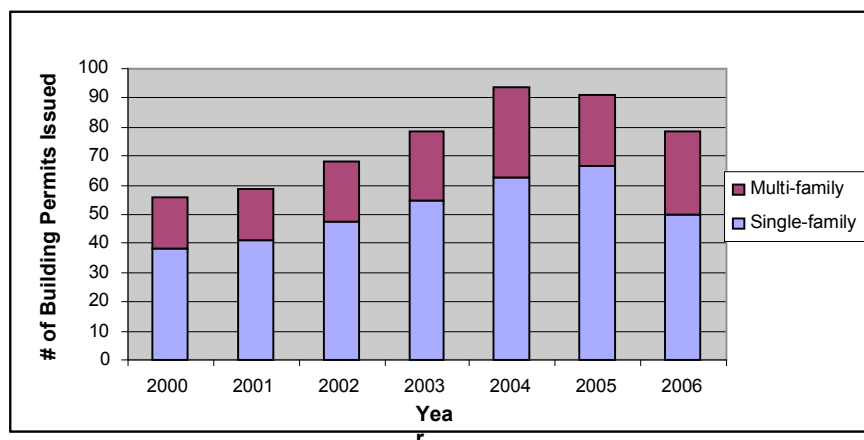
SOURCE: State of California, Department of Finance, *Race/Ethnic Population with Age and Sex Detail, 2000-2050*. Sacramento, CA, July 2007.



Housing

Figure 3.11-1 depicts building permits in the SCAG region and **Table 3.11-5** shows households in the SCAG region. The California Department of Finance estimates there were about 6.1 million housing units in the region in 2007, an increase of more than 400,000 units since 2000. Residential housing permit issuance in the region has been increasing for over a decade through 2004, but has declined slightly since then. From 2000 to 2006, multi-family housing development increased by nearly 60 percent while single-family housing development increased by 30 percent.

**FIGURE 3.11-1
RESIDENTIAL BUILDING PERMITS IN SCAG REGION, 2000-2006**



SOURCE: Construction Industry Research Board

**TABLE 3.11-5
HOUSEHOLDS IN THE SCAG REGION**

County	2008
Imperial	52,323
Los Angeles	3,299,573
Orange	1,015,906
Riverside	677,256
San Bernardino	612,859
Ventura	269,066
Region	5,926,983

SOURCE: Southern California Association of Governments, 2008 Household estimates

During the 1990s, vacant units decreased as building permit issuance lagged population and household growth. Vacancy rates dropped to severe deficit levels in most of the urban areas of the region, while housing inventories were high predominantly in outer urbanizing areas. Between 2000 and 2005, vacancy rates have continued to drop for the most part despite increases in building permit issuance. Rental rate vacancies have increased only in Los Angeles and Orange counties (**Table 3.11-6**). As the region's housing stock continues to age, it becomes crucial for more communities to prioritize the reinvestment, re-use, and preservation of buildings.

**TABLE 3.11-6
OWNER AND RENTAL VACANCY RATES IN THE SCAG COUNTIES, 2000 AND 2005**

County	Owner Vacancy Rate		Rental Vacancy Rate	
	2000	2005	2000	2005
Imperial	1.4	1.3	4.9	2.6
Los Angeles	1.6	0.8	3.3	3.5
Orange	0.9	0.9	3.0	3.8
Riverside	2.5	1.4	7.2	5.0
San Bernardino	3.1	1.7	7.3	4.5
Ventura	0.9	0.7	2.8	3.6

SOURCE: U.S. Census Bureau, Census 2000 Summary File 3; U.S. Census Bureau, 2005 American Community Survey.

Homeownership and Housing Affordability

Homeownership rates increased in all counties of the region between 2000 and 2005 (**Table 3.11-7**). Only in Los Angeles County is the homeownership rate lower than the California statewide average of 58.4 percent, while Riverside and Ventura counties are the only ones in the SCAG region to exceed the national average of 66.9 percent. Among the ten largest U.S. metropolitan regions, Southern California ranks only behind the New York region in terms of homeownership rate.

**TABLE 3.11-7
HOMEOWNERSHIP RATES**

	1990	2000	2005
Imperial	57.6%	45.1%	57.9%
Los Angeles	48.2%	41.1%	49.1%
Orange	60.1%	52.4%	62.0%
Riverside	67.4%	55.5%	69.7%
San Bernardino	63.3%	56.1%	65.1%
Ventura	65.5%	58.6%	68.9%
California	53.8%	48.1%	58.4%
United States	63.9%	52.3%	66.9%

SOURCE: U.S. Census Bureau, Census 2000 Summary File 3; U.S. Census Bureau, 2005 American Community Survey.

Despite increases in the homeownership rate, housing affordability declined dramatically since 2000. The percentage of Southern California households that can afford to buy a median-priced home varies by county, but remains far below the national rate, and affordability remains mostly below the statewide rate as well (**Table 3.11-8**).

Household Size

As population has increased the number of new housing units has not kept, leading to an increase in average household size to 3.19 by 2007. The increase in household size contrasts with the steady U.S. average household size of 2.60, (2005, up from 2.59 in 2000). **Table 3.11-9** displays the average household size for the counties in the region and for the SCAG region overall.

**TABLE 3.11-8
AFFORDABILITY INDEX (PERCENTAGE OF HOUSEHOLDS WHO
CAN AFFORD TO PURCHASE MEDIAN-PRICED HOME)**

	1990	2000	2005
United States	51%	53%	50%
California: Detached Homes	23%	31%	16%
Condominiums	37%	44%	23%
Los Angeles	19%	35%	14%
Orange	22%	27%	11%
Riverside/San Bernardino	37%	48%	18%
Ventura	20%	31%	13%

SOURCE: California Association of Realtors.

Note: Data for Imperial County unavailable.

**TABLE 3.11-9
HOUSEHOLD SIZE**

	1990	2000	2007
Imperial	3.26	3.42	3.28
Los Angeles	2.91	3.14	3.13
Orange	2.87	3.06	3.09
Riverside	2.85	3.09	3.05
San Bernardino	2.97	3.17	3.31
Ventura	3.02	3.11	3.06
SCAG Region	2.98	3.16	3.19

SOURCE: 1990 and 2000 U.S. Decennial Census. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark*. Sacramento, California, May 2007.

Employment

The SCAG region has almost 7.3 million jobs and has an economy that would rank as the world's tenth largest economy. The region has a diversified economic base centered upon the largest port complex in the country, the nation's largest entertainment and tourism sector, the country's largest diversified manufacturing center, and participates in fast-growing and high paying professional services, biotechnology, and design markets. Trade and goods movement, both waterborne and airborne, have been important engines of economic growth and change. Freight and industrial corridor development to support the transportation of goods has become an increasingly important feature of the regional economy that has been supported by an inland valley boom in industrial and warehouse growth. In the past few years, the Inland Empire (Riverside and San Bernardino Counties) has led the state and region in job and housing growth.

During the 1990s, the region lost manufacturing jobs, particularly in aerospace, and gained jobs in the international trade, imports, and service sectors, particularly high paying new economy jobs and low paying restaurant and retail employment. Business services, direct international trade services, tourism, health services, motion pictures/television production, apparel and textile industries together grew by more than 500,000 jobs during the decade. Small and medium-size

companies created the majority of these jobs. The region experienced a net loss of 500,000 jobs during the recession period between 1990 and 1993, and then overcame the recession by adding 780,000 jobs between 1996 and 2000. After slow growth in jobs in 2002 and 2003, the region is regaining its economic strength by increasing new annual job growth beyond these early decade levels. **Table 3.11-10** shows employment figures for the SCAG region and each county.

**TABLE 3.11-10
TOTAL EMPLOYMENT**

	1990	2000	2008
Imperial	44,900	50,400	67,130
Los Angeles	4,149,500	4,079,800	4,490,248
Orange	1,179,000	1,396,500	1,699,475
Riverside/ San Bernardino	735,200	1,010,100	1,498,958
Ventura	247,000	294,300	362,209
SCAG Region	6,355,600	6,831,100	8,118,019

SOURCE: State of California, Employment Development Department, Labor Market Information Division, *Industry Employment and Labor Force by Annual Average, March 2006 Benchmark, May 18, 2007*. Southern California Association of Governments, 2008 population growth estimates.

Unemployment

The 2006 unemployment rate for the SCAG region was 4.6%. This was equal to the national average, and slightly lower than the statewide rate of 4.9%. Unemployment rates across the board have lowered from 1990 and 2000 rates. Imperial County's unemployment rate remains the highest in the state. **Table 3.11-11** shows the unemployment rate in the SCAG region.

**TABLE 3.11-11
UNEMPLOYMENT RATE IN THE SCAG REGION**

	1990	2000	2006
Imperial	24.6%	15.8%	15.3%
Los Angeles	5.8%	5.4%	4.7%
Orange	3.5%	3.5%	3.4%
Riverside	7.2%	5.4%	5%
San Bernardino	5.6%	4.8%	4.7%
Ventura	5.7%	4.5%	4.3%
SCAG Region	5.6%	4.9%	4.6%

SOURCE: State of California, Employment Development Department, Labor Market Information Division, *Monthly Labor Force Data for Counties, Annual Average, 2006 Benchmark, March 2, 2007*.

Regulatory Setting

Location of population, housing and employment follow land use regulations, see Section 3.8.

Methodology

Comparison with the No Project

The analysis of population, housing, and employment includes a comparison of the expected future conditions with the proposed Plan to the expected future conditions if no Plan were adopted. This evaluation is not included in the determination of the significance of impacts (which is based on a comparison to existing conditions); however it provides a meaningful perspective on the effects of the 2008 RTP.

Determination of Significance

The methodology for determining the significance of these impacts compares the existing conditions to the future Plan conditions, as required in CEQA Section 15126.2(a).

The CEQA guidelines require “growth-inducing” impacts to be discussed. Such impacts occur when the Plan could foster economic or population growth, or remove obstacles to growth. Growth inducing impacts include both changes in the amount and distribution of growth. This section analyzes the potential growth-inducing impacts of the Plan.

Each alternative, including the Plan, consists of transportation policies, objectives and investments and land use-transportation measures (see Chapter 2.0 Project Description for the Plan’s policies, objectives, investments and land-use-transportation measures). For each alternative, differing sets of policies, objectives and investments were applied to the No Project growth projection. This projection indicates the population, household, and employment distribution that could be expected without implementation of the 2008 RTP. The 2035 growth projection for each alternative are held constant at the regional level for population, employment and households, but differ from one another in distribution of people, households and jobs.

The alternatives differ in terms of the distribution of people, households and jobs. These differing population distributions were generated by applying the transportation policies and investments, and land use-transportation measures to the No Project growth projection (the projection of what would be expected to occur in 2035 without intervention of these policies and investments). Changes in investments and policies would shift the population distribution expected in 2035, as a function of changes in mobility and land use decisions. In this way, each RTP alternative is associated with a different projection of population, households, and employment distribution.

Projects in the proposed Plan were reviewed to identify those that may involve right-of-way acquisition and the potential for displacement of homes and businesses. Each project that might require acquisition of right-of-way was reviewed to generally identify locations that had the potential for large displacement of existing homes and businesses.

The potential for community disruption was assessed by evaluating the location of proposed projects in relation to surrounding land uses and community development. Highway and transit extensions and major interchange projects were assumed to have a higher potential to disrupt or

divide existing communities since they would involve the creation of new roadways. Highway widening and other projects along established transportation rights-of-way were assumed to have a lower potential to divide or disrupt existing communities and neighborhoods.

These evaluations are based on general descriptions of projects in the proposed Plan and are regional and programmatic in nature. This section is intended to serve as a starting point for local jurisdictions in the preparation of project specific environmental documentation and any necessary mitigation measures.

Significance Criteria

The proposed Plan would have a significant impact if implementation would:

- Induce substantial population growth to areas of the region;
- Require the acquisition of right-of ways, which displaced a substantial number of existing businesses or homes;
- Separate residences from community facilities and services, restrict access to commercial or residential areas, or eliminate community amenities.

Impacts and Mitigation Measures

Implementation of the 2008 RTP would affect population, households, and employment. Expected significant impacts include substantial induced population growth in areas of the region, right-of-way acquisitions that could displace a substantial number of existing businesses and homes, separation of residences from community facilities and services, and a cumulatively considerable impact on vacant natural land.

Both short-term construction related impacts and long-term or permanent displacement as well as offsite impacts from new facilities would occur as a result of implementation of the 2008 RTP. Indirect impacts due to the changes in population distribution expected to occur due to the 2008 RTP's transportation investments and transportation and land use policies are also identified.

All mitigation measures should be included in project-level analysis as appropriate. The project proponent or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures prior to construction. For regionally significant projects SCAG shall be provided with documentation of compliance with mitigation measures through its Intergovernmental Review Process in which all regionally significant projects, plans, and programs must be consistent with regional plans and policies.

Impact 3.11-1: Implementation of the 2008 RTP could facilitate substantial population growth to some areas of the region.

The CEQA statute and *CEQA Guidelines* require “growth-inducing” impacts to be identified. Such impacts occur when the Plan could foster economic or population growth or remove obstacles to

growth. Growth inducing impacts include both changes in the amount and distribution of growth. This section analyzes the potential growth-inducing impacts of the Plan.

As discussed in Chapter 2.0 Project Description, each Alternative, including the Plan, is associated with the same 2035 growth projection, but with variations in distribution among counties between alternatives. This growth projection represents the expected amount and distribution of people, households, and jobs that would occur in 2035 if the policies and investments included in each Alternative were implemented. Without implementation of policies and investments the No Project growth projection would be expected to occur by 2035. As discussed above, the total population is expected to increase by approximately 5.14 million for the Plan and each alternative. The population, households, and employment expected in 2035 with implementation of the proposed Plan are provided in **Table 3.11-12**. The data are provided by county in order to illustrate the effects of the Plan on population, households and employment distribution.

**TABLE 3.11-12:
2035 POPULATION, HOUSEHOLDS, AND EMPLOYMENT IN THE SCAG REGION**

County	2035 Population		2035 Households		2035 Employment	
	No Project	Plan	No Project	Plan	No Project	Plan
Imperial	320,446	314,104	103,000	101,000	133,000	132,000
Los Angeles	12,337,576	12,588,277	4,003,000	4,087,000	5,041,000	5,091,000
Orange	3,653,988	3,699,211	1,118,000	1,134,000	1,982,000	1,991,000
Riverside	3,596,681	3,472,034	1,183,000	1,142,000	1,414,000	1,387,000
San Bernardino	3,133,799	2,957,370	973,000	914,000	1,255,000	1,220,000
Ventura	1,013,756	1,025,250	330,000	334,000	463,000	466,000
SCAG Region	24,056,246	24,056,246	7,710,000	7,710,000	10,287,000	10,287,000

SOURCE: Southern California Association of Governments, 2008 population growth estimates.

As discussed above, the region is expected to add an additional 5.14 million people, 1.8 million households and 2.17 million jobs between 2008 and 2035. Implementation of the 2008 RTP would result in the same regional totals as the No Project alternative; however, implementation of the 2008 RTP would result in different distributions of population, households and employment than under the No Project. The transportation investments and urban form strategies in the proposed Plan would foster substantial economic and household growth and would remove some obstacles to growth in some parts of the region. Specifically, the improved accessibility from the Plan could help facilitate population and economic growth to areas of the region that are currently not developed. Thus, implementation of the proposed Plan could result in a significant growth inducing effect in some areas of the region.

The indirect adverse effects of this growth on the physical environment are evaluated in the cumulative impacts section of the land use section and other impact discussions throughout this PEIR.

Growth inducing impacts could be **significant**.

Mitigation Measures

MM-POP.1: SCAG shall work with its member agencies to implement growth strategies to create an urban form designed to utilize the existing transportation networks and the transportation improvements contained in the 2008 RTP, enhancing mobility and reducing land consumption.

Significance after Mitigation

The policies included in the Plan seek to direct growth in a way that is efficient for both mobility and land consumption. However, implementation of the Plan would help distribute growth to certain vacant areas of the region. Thus, the impact would remain **significant**.

Impact 3.11-2: Implementation of the 2008 RTP projects could require the acquisition of rights-of-way that could displace a substantial number of existing homes and businesses.

Development of highway, arterial and transit projects proposed under the 2008 RTP could result in the disturbance and/or loss of land currently used for residential and business uses. The 2008 RTP includes system expansion projects such as new freeway lane miles and new transit track miles that have the potential to result in the loss of land currently used for residential or business purposes. In addition to freeway and transit projects, the RTP includes roadways dedicated to goods movement that would be located in Los Angeles, Orange, Riverside and San Bernardino Counties, beginning at the Ports of Long Beach and Los Angeles and traveling I-710 north and then east on SR-60, I-10, or other possible alignments, to I-15 and then north on I-15 to Barstow. These facilities, depending on the alignment, potentially would traverse through lands currently used for residential and business purposes. The final alignment likely would be adjacent to or concurrent with existing alignments, thus the adverse effects on displacing homes and businesses would be minimized.

The proposed HSRT system includes segments in Los Angeles, Orange, Riverside and San Bernardino Counties by 2035. The initial operating segment (IOS) of the HSRT system, as currently planned, would run from West Los Angeles/LAX to Ontario International Airport, with stations at Union Station in downtown Los Angeles and West Covina. Further extensions to be completed by 2035 include an extension to San Bernardino, a potential Anaheim to Ontario line, a freight spur connecting the San Pedro ports to the IOS, and the Orangeline from Irvine to Palmdale. Neither the exact alignment of the HSRT routes nor the location of the stations has been finalized. Provided that the system runs on an elevated track as currently projected, the removal of homes would be minimized. However, the location of the stations and other facilities associated with operating the HSRT system could displace homes and businesses.

SCAG's GIS was used to analyze where major freeway, rail, and transit projects, such as those described above, would intersect areas used for residential and business uses. A 150-foot potential impact zone was drawn around the freeway, rail, and transit projects in the 2008 RTP to

compute the number of acres that could potentially be affected by the construction and operation of projects in the 2008 RTP. **Table 3.11-13** shows the current residential and business land uses that are located within the 150 feet of either side of the RTP projects.

As indicated in **Table 3.11-13**, all types of residential and business uses would be impacted by RTP projects. In total, the 2008 RTP includes approximately 71,866 new lane miles including freeways, toll roads, major and minor arterials and HOV lanes. These additional transportation facilities could displace homes and businesses in the region.

**TABLE 3.11-13
RESIDENTIAL AND BUSINESS LAND USES WITHIN 150-FOOT RADIUS OF 2008 RTP
FREEWAY, TRANSIT, AND FREIGHT RAIL PROJECTS**

Land Use	Acres
Low Density Residential	495
Medium to High Residential	5,652
Rural Density Residential	267
Extraction	192
Commercial	4,598
Industrial	3,006

SOURCE: SCAG GIS Analysis, 2007
SCAG Land Use, 2005.

Additional residential and business lands would be affected by the growth associated with the 2008 RTP. The effect of growth and urban development on agricultural lands is addressed in the Cumulative Impacts section of this chapter.

Displacement of existing homes and businesses would be **significant**.

Mitigation Measures

MM-POP.2: For projects with the potential to displace homes and/or businesses, project implementation agencies shall evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. An iterative design and impact analysis would help where impacts to homes or businesses are involved. Potential impacts shall be minimized to the extent feasible. If possible, existing rights-of-way should be used.

MM-POP.3: Project implementation agencies shall develop a construction schedule that minimizes potential neighborhood deterioration from protracted waiting periods between right-of-way acquisition and construction.

Significance after Mitigation

Not all of the projects in the 2008 RTP will be able to be built in existing rights-of-way. A substantial number of businesses and residences would be displaced through the development of projects in the 2008 RTP. This impact would remain **significant**.

Cumulative Impact 3.2-3: Urbanization in the SCAG region will increase substantially by 2035. The 2008 RTP, by increasing mobility and including land-use-transportation measures, influences the pattern of this urbanization. The 2008 RTP's influence on growth contributes to regional cumulatively considerable impacts to currently vacant natural land.

Implementation of the 2008 RTP in combination with increases in population, households, and employment and other land consumption would be expected to consume about 200,000 acres (compared to about 655,000 acres under the No Project Alternative) of vacant, open space/recreation and agricultural land.¹ Vacant, open space/recreation and agricultural land would be consumed in all six counties. The accessibility gained by improving mobility to vacant areas of the region through implementation of the 2008 RTP would contribute to this cumulatively considerable impact.

Mitigation Measures

Mitigation measures MM-POP.1 through MM-POP.4 would be applied to mitigate this cumulative impact in addition to the following measure.

MM-POP.4: SCAG's Compass Blueprint strategy will be used to build consensus in the region relating to changes in land use to accommodate future population growth while maintaining the quality of life in the region.

Significance after Mitigation

The accessibility afforded by the 2008 RTP, and the expected shifts in population, households, and employment associated with the mobility benefits would change the growth patterns in the region. The impact would remain **significant**.

Comparison With The No Project

Given the location of the region, its mild climate and existing population trends, growth in the region is inevitable. In the No Project alternative, the population of the SCAG region grows by the same number of people (approximately 5.14 million); however no regional transportation investments are made above the existing programmed projects.

Direct Impacts

The No Project contains fewer transportation investments than the Plan Alternative. Consequently, there would be fewer places where businesses and homes would be displaced and fewer places where communities would be disrupted. The GIS analysis of existing land use data shows that the freeway, transit, and freight rail projects in the No Project Alternative would

¹ Fregonese Associates. (2007). Unpublished data provided to SCAG. Los Angeles, CA.

occur within 150 feet of 5,740 acres of business land uses (commercial, industrial and extraction land uses) and 2,540 acres of residential land uses (rural, low, and medium to high density housing land uses). For the Plan Alternative 7,800 acres of business land uses and 6,500 acres of residential land uses would be affected by transportation projects.

The Plan impacts would be greater than the No Project impacts for Impact 3.2-1, 3.2-2, and 3.2-3.

Cumulative Impacts

The No Project Alternative is expected to accommodate the same increase in total population as the proposed Plan. However, the 2008 Plan includes land use measures that would help reduce the displacement, disruption or diversion of existing communities. These mitigation measures are absent in the No Project Alternative. The proposed 2008 Plan also includes additional transportation improvements that facilitate access to currently vacant lands that would be less accessible with the No Project Alternative. This improved accessibility under the 2008 Plan could help facilitate population and economic growth in areas of the region that are currently not developed. While the 2008 Plan could encourage growth in previously undeveloped areas, land use strategies would aggressively seek to reduce consumption of vacant, open space/recreation and agricultural lands. The No Project Alternative could consume about 655,000 acres of vacant, open space/recreation and agricultural lands, while the 2008 Plan would consume about 200,000 acres. Although the 2008 Plan and the No Project Alternative would result in a different distribution of consumed land, they would result in the same total number of population, employment and households.

Therefore, the No Project Alternative's cumulative impacts to population, households, and employment would be approximately the same as those of the 2008 RTP.

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